GRUMMAN plane news

Vol. 38, No. 19, October 12, 1979 Bethpage, N.Y.

Hitching a ride --page 5

United Way Drive starts

--see page 2

Future plant now working

--see page 3

New design rolls out

--see page 3

United Way campaign date set

Contributing to the United Way is a long-standing, annual tradition at Grumman. The posters are up, the donation cards are on their way, and we are reminded that it's that time of year once again.

Through their contributions, Grummanites give needed support to 105 non-profit hospitals and human service agencies. In doing so, they help themselves, their families, and their friends: one out of four Long Islanders uses United Way services.

"You may have gone to a local hospital or agency that receives an allocation from the United Way, not realizing that through your support you've been helping yourself," says Rolf Larson, vice president-Corporate Development for Grumman Corporation. Larson is this year's United Way campaign chairman.

"Anyone can use the vital services United Way funds provide," says Larson, "from health care, scouting, and family counseling to child day care, special education, care of the elderly, and drug rehabilitation."

The roots of the United Way go back to 1950 when Jake Swirbul, one of the founders of the Grumman Aircraft Engineering Corporation, organized the Long Island Industry Labor Fund for Hospitals. Grummanites with low badge numbers recall "Star Night" at Roosevelt Raceway, the annual fund-raising event.

> "From the very beginning, the United Way has been the Grumman way."

From 1950 to the present there have been name changes, mergers, and consolidations. In 1965, the group started by Swirbul joined the new United Fund of Long Island, which is now called United Way.

"Over the years, the Grumman family has provided significant support to the Long Island community — through money contributions, and through the work of volunteers," says Larson. "From the very beginning, the United Way has been the Grumman way."

Since 1972, Grummanites have increased their participation from 40 to 94 percent. This year's goal is to exceed the 1978 contribution of $631,830; the campaign will run from October 22 through November 9.

"Although people are feeling the crunch of inflation this year more than ever, we hope they'll remember that human service agencies are feeling it, too — and that they're depending on our continued generosity," says Larson.

On October 22, Grummanites will receive a brochure describing the agencies and hospitals supported by the United Way, as well as a payroll deduction/authorization card.

If you are joining for the first time or wish to increase your donation, the card is self-explanatory. But keep two things in mind: first, an employee paid on a bi-weekly or semi-monthly basis should note that his donation per paycheck will be double the weekly amount selected; second, the "generous giving" guide on the back of the card may be helpful in determining what your deduction will be.

As in past years, there will be several United Way prize drawings. The first will be the appreciation drawing on October 19 for all those who are currently on payroll deduction.

The second drawing will be held on November 2; this is the Early Bird drawing for those currently on payroll deduction and those who contribute during the first week of the campaign.

Two drawings are scheduled for November 30. One for "generous givers" and those who increase their donation by 50 cents a week or more; and another drawing for all those who contribute to the campaign.

Prizes will be announced in the October 26 issue of PLANE NEWS.

Scholarship deadline

October 26 is the deadline for high school seniors to apply for the 12 Grumman Science and Engineering Scholarships to be awarded next Spring.

For students on Long Island, applications for the scholarships, worth up to $14,000 each, are available through school guidance counselors. Grumman dependents off the Island should contact Bill Wenzel, director of the program, in Bethpage (ext. 2682, mail stop A08-028).

Only students in the top 20 percent of their class can compete.

Each of the 12 winners receive $3,500 a year for four years toward tuition at any accredited engineering college of his or her choice.

Other benefits include summer jobs at Grumman during college, plus access to an advisory committee of company officers and an individual advisor for guidance throughout college and training. Scholars employed by the company after graduation will be offered full tuition for evening studies toward a master's degree.

Grumman has awarded about 379 scholarships worth over some $2.5 million since the program started in 1944. The company sponsors the program to encourage students in Nassau and Suffolk to pursue technical careers within the broad scope of the company's activities. In engineering, these fields include aeronautical, chemical, civil, electrical, industrial or mechanical disciplines. In science, the program covers applied mathematics, chemistry, computers, materials and physics.

GRUMMAN plane news

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Gulfstream III debuts

America's newest business jet, the Gulfstream III, was unveiled last month at the Savannah, Georgia, airport. Representing the ultimate in executive aircraft, the G-III, built and marketed by Gulfstream American Corporation, is being designed and developed by Grumman.

Since Grumman Corporation sold its commercial aircraft subsidiary in September 1978, Grumman Aerospace has been under contract to continue development and testing of the new G-III. Grumman will receive a fee from Gulfstream American for each of the first 200 Gulfstreams sold after December 31, 1979.

Representing Grumman at the official roll-out ceremonies was a team of managers and engineers led by Senior Vice President Larry Mead, G-III Program director.

First flight of the Gulfstream III is planned for November 1 at Savannah. FAA certification is expected by June 1980.

calendar

Aikido Club: every Mon. and Wed., 5 p.m., Pl. 35 caf.; for sport and self-defense; L.I. Aikido Federation; GAC employees welcome. B. Bauman, Ext. 2910/M. Stock, Ext. 7186

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15, conference room C; closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon. 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

American Nuclear Society L.I. Section: Mon., Oct. 15, Bavarian Inn, Lake Ronkonkoma, 6 p.m., cocktails and buffet dinner, $8.50/person; "Three Mile Island and Safety Research;" guests welcome. B. Hennig, Ext. 3286

Chess Club: Tues., Oct. 16, Wed., Oct. 24 and Tues., Oct. 30, Pl. 30, caf., 4:30 p.m. Grumman employees only. K. Marley, Ext. 4901

Coin Club: Wed., Oct. 24, Pl. 25 vendor conference rooms, 12:05 p.m., GAC employees welcome. K. Hale, Ext. 3717

Coin Club: (Calverton) every Fri., 1st noon lunch, Pl. 6, conference room; GAC employees welcome. W. Kondratowicz, Ext. 117-6680

Dance Club: every Wed., 5-8 p.m., American Legion Hall, Plainview, Oct. 17: Social at Uncle Sam's; guests welcome. E. Murway, Ext. 2263/Marv Brown, Ext. 3262

Fencing Club: every Tues., after 4:30 p.m., Pl. 30 caf.; beginners and experienced fencers; instruction and competition; GAC employees welcome. P. Chaldaris, Ext. 4331

Folk Dancers Club: every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instruction available; lunchtime, receiving area, Pl. 6; all GAC employees welcome. E. Urciuoli, Ext. 117-6688

Grumman Karate Club: beginners classes starting Tues., Oct. 16, and Thurs., Oct. 18, Pl. 28 auditorium, 5:30 p.m. T. Ortiz, Ext. 4764

Grumman Ski Club: Wed., Oct. 24, Barclay House, Hicksville, 8:30 p.m., guests welcome. A. Garmendia, Ext. 7819

Grumman Tennis Club: 2nd Tues. of every month, 5 p.m., classrooms A and B, Pl. 5. P. Andrews, Ext. 7345

Model Railroad Society: every Wed., 5:30 — 9:30 p.m., Model RR Bldg., (at Pl. 3 RR crossing); regular meeting; all GAC employees welcome. R. Muntz, Ext. 115-6044

National Secretaries Association: Thurs., Oct. 18, Polish Independent Club, Riverhead, 6:30 p.m.; $6.00/person, educational presentation: "Professional Organization;" guest speaker: Steve Wallach; guests welcome. E. Gaias, Ext. 117-7397

Society of Logistics Engineers: Thurs., Oct. 25, Antuns, Hicksville, 6 p.m., dinner meeting; $10.00/person; guests welcome. A. Pinker, Ext. 8880

Society of Manufacturing Engineers: Mon., Oct. 15, Polytechnic Institute of N.Y., Farmingdale, 7:30 p.m., business and technical meeting, guests welcome. A. Pinker, Ext. 8880

Composite center expands at Milledgeville

A sneak preview of future manufacturing techniques can now be seen at Grumman's Milledgeville Operations where the integrated laminating center (ILC) is fabricating aircraft skins and covers of graphite-reinforced plastic.

This new system which became fully operational this past summer represents an advance from the manual techniques used to fabricate composite parts. All F-14 horizontal stabilizers are now laminated on the ILC.

"In the long run, the ILC could be one of the building blocks in the facility where the next generation of advanced tactical fighter aircraft will be produced," says Carl Micillo, manager of Advanced Materials and Processes Development. "As much as 50 percent of the structural weight of the next generation of fighters is estimated to be advanced composite materials."

Grumman's ILS system automates the laminating operations in the composite layup room. Today, the system is capable of automatically controlling such operations as tape laying, handling, trimming, inspection and ply stacking for gently contoured pieces.

Evidence of the ILC's improved techniques in manufacturing composite parts can be seen already at Milledgeville. The F-14 horizontal stabilizer consists of more than 5,000 individual strips of boron and 400 separate plies per aircraft.

Using the ILC, the total laminating cycle on this F-14 part has been reduced by about 50 percent and Micillo says this figure could be improved as Grumman gains production experience.

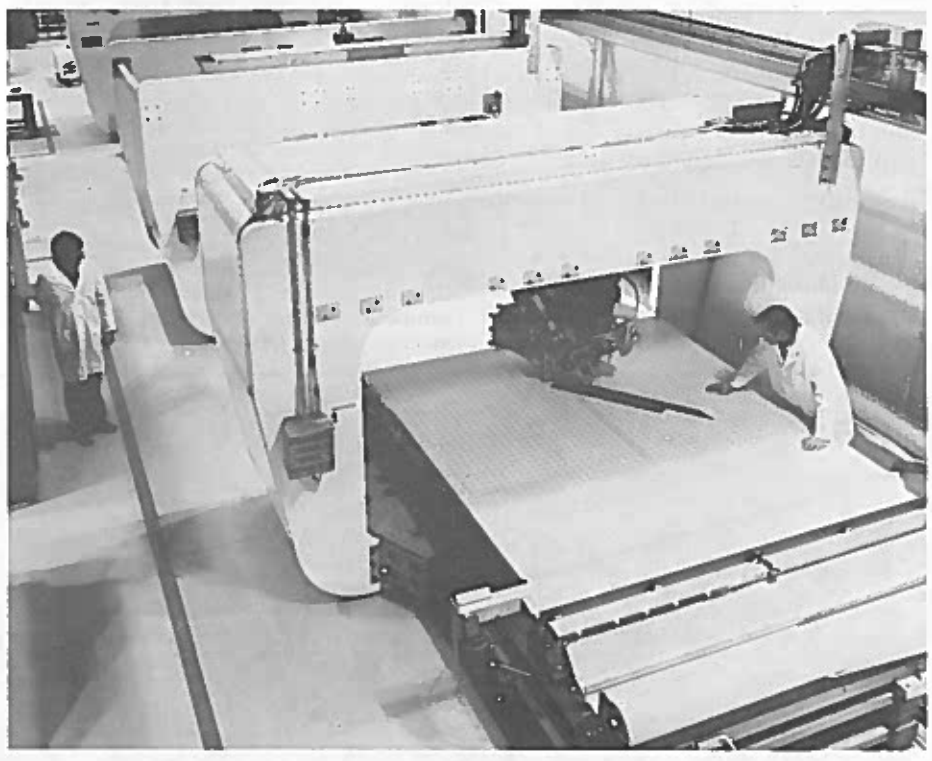
Grumman is expanding its ILC into an advanced integrated manufacturing system called AIMS, for the high-rate production of the large, complex-curvature hardware that will be found on the next generation of fighters.

Present plans call for the addition of a broadgoods dispenser to use woven materials, a new ply handler for more complex curvature parts, and a stitching machine that would eliminate the use of fasteners.

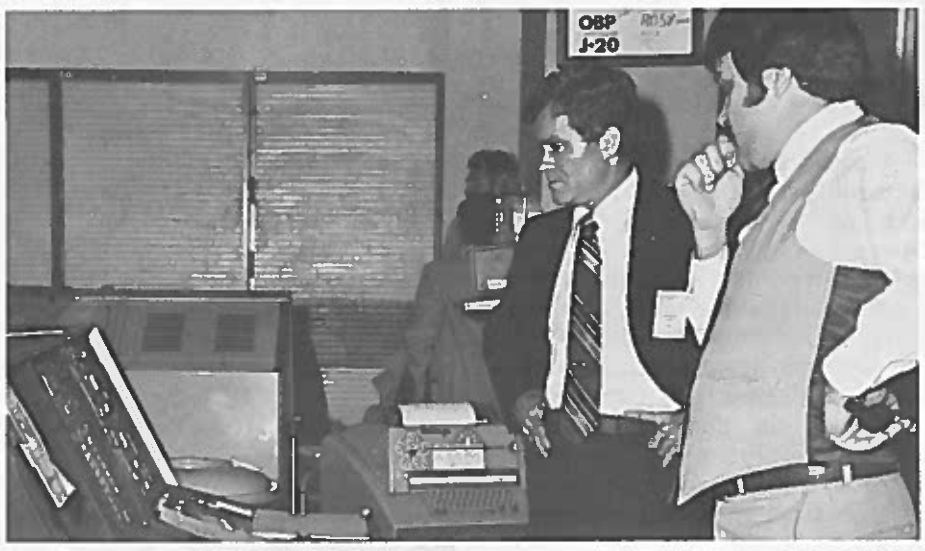
Designed and built in Plant 12, the broadgoods dispenser is now at Milledgeville ready for installation. "Once we put the broadgoods dispenser on," Micillo says, "we visualize getting very actively into the subcontracting ballgame. I think it's a key element if you want to make helicopter parts. It's a must if you want to get into that kind of subcontracting."

The next stage will be the addition of the ply handler for complex curvature parts, such as fuselage and engine inlet ducts. . .parts that will be made of composite materials in future aircraft.

The final step will be the microprocessor controlled stitching machine, which is slated for operation in 1981. This would be used for engine inlet ducts and portions of the wing that could be stitched instead of fastened.



Way of the future. *Grumman's integrated laminating center at Milledgeville Operations is one example of how manufacturing will process composites for the next generation of fighters.*



On site. *At the NASA Goddard Space Flight Center in Maryland, Fred Haise (L), Vice President-Space, tours the facility with Dave Lozinski, OAO Operations manager. During Haise's visit, the Grumman-built, OAO-3 Copernicus completed its seventh year of scientific observations in space and is still going strong, even though it was only designed to last one year. (NASA Photo)*

Christiansen named director

John S. Christiansen has been named Director of Field Operations. Christiansen, a retired U.S. Navy Rear Admiral, joined the company's corporate staff in 1976 as a special assistant to the Chairman of the Board and President George M. Skurla.

In his new post, Christiansen heads a worldwide service network providing technical and logistics support for Grumman products at military installations around the world.

Christiansen, who enlisted in the Navy in 1941, achieved a distinguished service record in carrier aviation. He has commanded two fighter squadrons, two air wings, and two ships, including the aircraft carrier USS Constellation. His last operational tour was as Commander, Carrier Division Seven.

Among his awards are the Navy Cross, Distinguished Service Medal, Legion of Merit with Two Gold Stars, Distinguished Flying Cross, Air Medal with Eight Stars, and the Presidential Unit Citation.

Christiansen was promoted to the rank of Rear Admiral in 1970 and then held several Pentagon posts. At retirement, he was Assistant Deputy Chief of Naval Operations for Air Warfare.

He attended Florida Southern College, graduated with honors from the Stetson University School of Law and is a member of the Florida bar.

Personals

I wish to express my thanks to my friends and co-workers for their kindness during my recent illness. *Hal Wesley*

My family and I wish to thank my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my mother. *Bill Tauby and Family*

On behalf of my children and myself I wish to express our deep gratitude to all my friends, co-workers and Employee Services for their kind expression of sympathy during the recent loss of my wife. *The Lynch Family*

My family and I would like to express our deepest gratitude to my fellow Grummanites for their kindness and sympathy during the recent loss of my mother. *Frank Olson*

ENERGY TIPS

About 40 million homes in the United States are not adequately insulated. The Energy Conservation Services Group of the Facilities Engineering Department and the U.S. Department of Energy offer the following tips on insulating your home.

- Insulating materials are marked with R-values or numbers which show the effectiveness of the product . . . the higher the number the more effective the product.
- Insulate or increase the amount of insulation in your attic floor or top floor ceiling to a minimum of R-26. If there is old insulation, there will probably be no way to judge its value. But if there is less than six inches more material is needed.
- Don't insulate over eave vents or on top of recessed lighting fixtures or other heat-producing equipment on the attic floor.
- Consider insulating exterior walls. This is expensive and will probably require a contractor, but it could save up to 20 percent of your fuel costs.
- Don't forget to insulate floors over unheated spaces such as garages.
- Calk and weatherstrip doors and windows yourself. Test for drafts by moving a lighted candle around window frames and sashes and see if you can slip a quarter under the door.
- Install storm windows and doors. The most convenient and efficient windows are screen and storm combinations.

One short. *Tom O'Connor, usually a 175 bowler, left the six pin standing after eleven straight strikes. His 299 came in Grumman's Black League at Woodbury Lanes September 19. When he isn't bowling, O'Connor works in Plant 2 Material.*

Discounts

Grumman Energy Systems has extended its 10 percent discount to include its new product line, with the exception of the solar hot water storage tanks. The discount applies to the suggested list price on equipment purchased from a participating authorized Grumman Sunstream dealer. If you do not have the discount card, which was issued in July 1978, send a written request for a replacement to Joan Manahan, GESI, A01-47.

For more information, visit the product displays which are currently in the Plant 30, Plant 5, and Plant 43 cafeterias; or pick up the brochures available in all Employee Service offices.

Appointments

Among those who recently received changes in assignments were: CORPORATE QUALITY AND SAFETY OPERATIONS — William Walsleben, supervisor, Supplier Control, Pl. 30; Peter Mousmoulis, manager, E-2C Program Quality, Pl. 25; John DiRico, program quality manager, Cammacorp and Nacelles and Thrust Reversers, Pl. 40; DEPARTMENT OPERATIONS — Carle Giannelli, project engineer, Operations NEWTS, Pl. 4; Richard Grimaldi, project engineer, Development NEWTS, Pl. 4; Reed Bradley, manager, Design Support, Pl. 35; Lewis Burns, project leader, EF-111A Systems, Pl. 40; FIELD OPERATIONS — Arthur Duvall, site manager, NWC China Lake, Pl. 68.

Grand moment. *The Grumman nacelle team at Stuart Operations, Florida, recently completed its 500th ship set of nacelles. At the milestone ceremonies, the Grummanites got a close-up view of their handiwork; Rockwell International flew in its Sabreliner business jet especially for the occasion.*

Survival training ... heads up

Sink or swim.

A good way to learn how to survive in the water is to get thrown in.

And so, once a year, all Grumman flight personnel go down to the water in Jamesport and pretend they've just ejected from an F-14, E-2C, EA-6B, or A-6.

In the photos on this page Tommy Block of Flight Safety shows Harold Allen and Art Fischer, both of Flight Operations, what to do once they hit the water.

"The parachute is the tricky part for most guys," says Tommy Block. "When it's over their heads, they can't see the sky and they can't see the water, and they get tangled up in the shroud lines. We teach them how to get out from under as quickly as possible."

In one of the exercises, the "ejectee" is hooked up to the back of a motor boat by the lines of his parachute. This simulates the "parachute drag" situation, where one is pulled through the water by the parachute.

Before last year, water survival training had been done in large groups in an indoor swimming pool at NAS Norfolk, Virginia. In 1978, it was decided to move the sessions to Jamesport.

"It's better training in a lot of ways," says Block. It's a more realistic environment, and the instruction can be individualized. The one-on-one approach is more effective for most people.

"Crew members learn how to use their radio equipment and other survival gear. They also practice getting into a life raft; no simple feat when you're wearing 30-35 pounds of wet equipment."

Although the Navy requires that the company provide water survival training once every three years, Grumman has made it an annual requirement for all Flight Operations personnel. Other requirements include a yearly physical; ejection seat and helicopter rescue lectures, and altitude chamber training.

"It's important to have every safety advantage," says Block.

(Photos by Rich Breunig)

golf champs • golf champs • golf champs • golf champs

Masters League. *(L to R) Tom Rozzi and Bill Peet*

Ike League. *(L to R) Ken Johnson, Ed Brennan and Tom McCullough (Not available for photo: Richie Xeller)*

Tomcat League. *(L to R) Dave Evans, Joe Boccia and Steve Kish (Not available for photo: Ray Sablynski)*

E.D.P. League. *(L to R) Ed Johnson, Larry Honikel, Art Thomasson and Bernie Kuntz (Not available for photo: Tom Sweeney)*

Intruder League. *(L to R) John Bohun, John Maier, Wes Johnson and Joe Cannizzaro*

Ladies Bethpage League. *(L to R) Dorothy Todd, Lottie Lewis, Viv Dooley and Pauline Pearson*

Ladies Bethpage League. *(L to R) Helen Greiff, Nikki Wright and Muriel Kingery*

Hackers League. *(L to R) Charles Adams, Jerry McMahon, Jerry Altmann (Not available for photo: Larry Holzaphel)*

Ladies Peninsula League. *(L to R) Martha Nathan, Nancy Winding and Sharon Grosser*

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Service Center League. *(L to R) Bill Bartoszak, Fred Cornicelli, Dom Martino and Bob Scott*

M.E.D. League. *(L to R) John Klaus, Doug Keuling, Paul Ricciuti and John Lascala*

Purchasing League. *(L to R) Bob Wilson, Joe Lennon, Lew Scheuer and Rene Egloff*

Tiger League. *(L to R) Ray Newcomb, Bill Halversen, John Schwab and Tony Klobukowski*

Ladies Hill & Tree League. *(L to R) Penny Baldassare, Carmen Encizo, Betty Bohlander and Jane Fogle*

Swingers League. *(L to R) Bob Chalus, Dick Dillinger, Bob Schwarz and Bob Maher*

Ladies — Huntington Golf & Tee League. *(L to R) Eleanor Quinn, Mary Shannon, Angie Giarratano and Olga Marek*

Avionics League. *(L to R) George Stuppiello, Doug Lewis, Hugo Ritucci and Steve Turek (Not available for photo: Rocco Figalora and Richard Brown)*

Lunar Links League. *(L to R) John Czarniecki, Jim Duffy, Dan Pierce and Pete Laturno*

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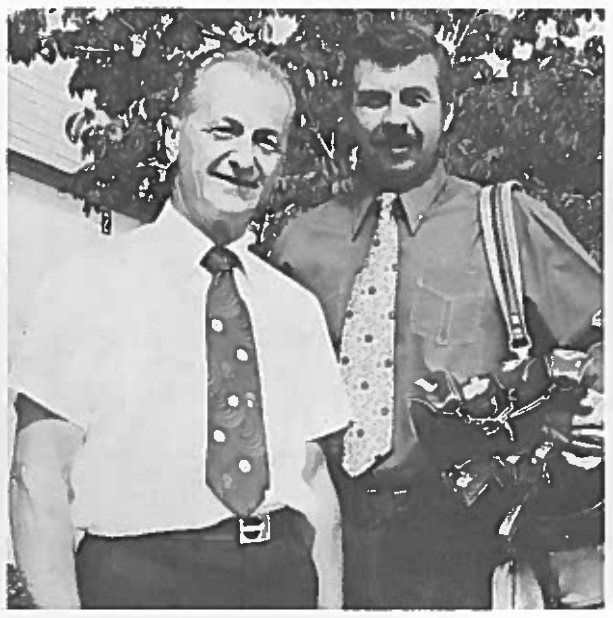
Good Guys League. *(L to R) Ronnie Mohr and Richard Franke*

Topflight League. *(L to R) Don Cutler and Dave Strickland*



Green League. *(L to R) George Burkhardt and Lou Kubat*

Golf team does it again

Grumman did it again. It fielded a team of golfers too formidable for the opposition.

Winning the Long Island Industrial championship has become an annual event at Grumman. In the past 17 years, the Grummanites have only dropped one title — a strong testimony to the everlasting talents of the veteran members.

Ask 1979 team captain Jim Minsky why another championship and he'll point to the consistency in his teammates carving the links at Bethpage State Park. Here's a quick rundown on the eight members supplied by Minsky.

Jim Alverson is "a scrambler; he drives the ball a long way . . . a consistent team player." Bob Chalus plays "steady . . . a very good short game, to."

Meanwhile Tony Cisco, a veteran varsity player for over 25 years, "can do it all. Undoubtedly the best amateur on Long Island in his time."

A new member to the team, Steve Lake sports a "sound, all-round game. Teammate Joe Gambino is a long ball hitter and is deadly around the green."

Both Forrest White and Ken Prager consistenly play their now famous steady game.

Driving success

Great River Operations recently sponsored its first annual golf tournament. Bill English took low gross honors with his 78. He also won the longest drive contest by driving 240 yards.

Other winners were: low net — George Doris, 88 - 26 = 62; second low gross — Pete Obedzinski, 79; second low net — Tony Stanziale, 101 - 36 = 65; and closest-to-pin, Ted Rydewski, three feet.

Top of the links. *Members of the 1979 Grumman varsity golf championship team are (L to R) Steve Lake, Forrest White, Ken Prager, Joe Gambino, Bob Chalus, Jim Minsky, Tony Cisco, Jim Alverson and coach Mike Cherry.*

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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